Trains Album of Photographs

BOOK II

Far Western RAILROADS

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FAR WESTERN RAILROADS

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The Finest Pictures of American Railroad Scenes.

THE PACIFIC STATES are an empire, a vast region of mountains, almost-unconquerable passes, broad fertile valleys, and rushing rivers, as large as the original 13 states of the Union. The distances are startling to the man from the crowded East or the agrarian Midwest. San Francisco and Los Angeles, neighbor cities, are 470 miles apart. From San Francisco to Portland, in the next state north, is more of a ride than from New York to Jacksonville, Florida.

Yes, the West is indeed built upon a gigantic scale, a scale as large as its own towering redwoods. And its railroads are built on the same scale. No concentrated traffic, four tracks, a train every five minutes, but thousands of miles of steel flung across impossible mountain stretches, huge articulated locomotives three and four to a train, Pullman cars a couple of dozen to a train running for hours, for half days, without any but water stops. This is the land of single track, but single track used intensively and efficiently, sometimes carrying more traffic than most double track.

Southern Pacific, sprawled across all the Pacific states except Washington, is the country's largest railroad in point of mileage. Its Shasta, Coast and San Joaquin Valley lines are coastwise trade arteries; its Sunset and Overland routes reach east across the mountains and deserts to Ogden and to New Orleans. The way-freights pick up cotton and raisins in the San Joaquin Valley, oranges and airplanes in the Los Angeles area, lumber and apples in the Cascades.

Once the Southern Pacific had this rich and promising land to itself. But into this territory came the Sante Fe, thrusting northwestward to San Francisco, southwestward across Cajon Pass to Los Angeles and San Diego. Behind the groaning Diesels and the box-car-huge tenders of the steam locomotives, Santa Fe fruit blocks roll east and trains of Eastern automobiles, machinery, and other manufactures come west.

Also over Cajon Pass comes the Union Pacific, once one with Southern Pacific but now a separate although friendly railroad entering Southern California on the short leg of the triangle from Salt Lake City. And competitive with the original transcontinental SP's Overland Route, is the new Western Pacific, built in 1909 as the western leg of the then Gould system, Missouri Pacific and Denver & Rio Grande Western.

To the north in Washington are other of the great transcontinentals [the word is common railroad terminology even though the roads reach but from the West Coast to Chicago], the Union Pacific again, and the three northern routes, Great Northern, Milwaukee, and Northern Pacific.

Pictures can hardly give an impression of the vastness of the West, but the photos in this album do show something of the glory of railroad operation on such a gigantic scale. The format of the book is especially designed to display the pictures to best advantage, as well as to allow easy removal. Special paper and ink combine to give a glossy finish.

It is the photographers who have really made this work possible, and we extend sincere appreciation to them.

Trains Albums of Photographs

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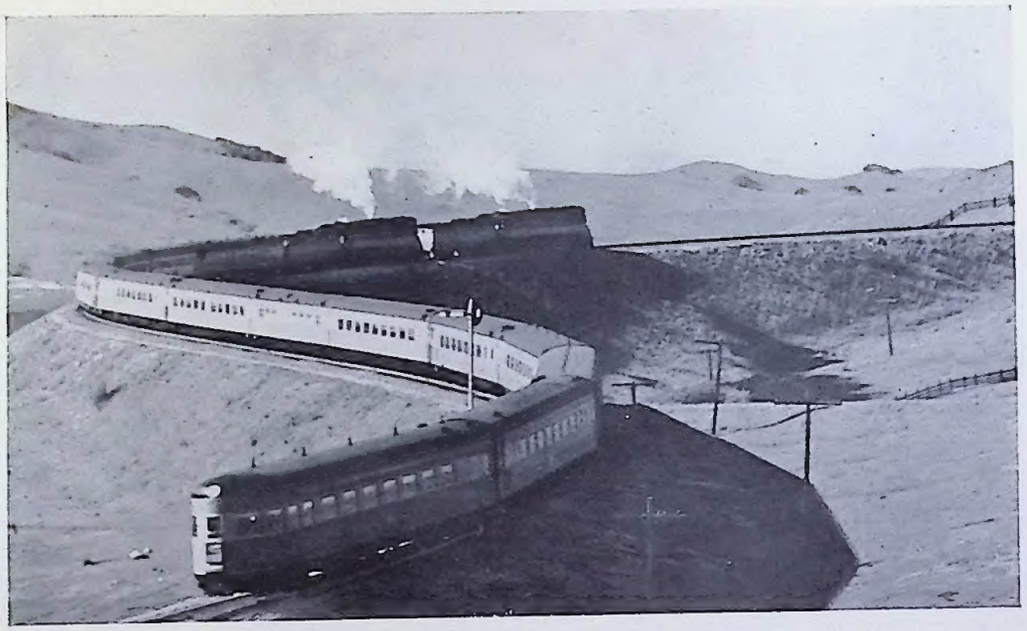
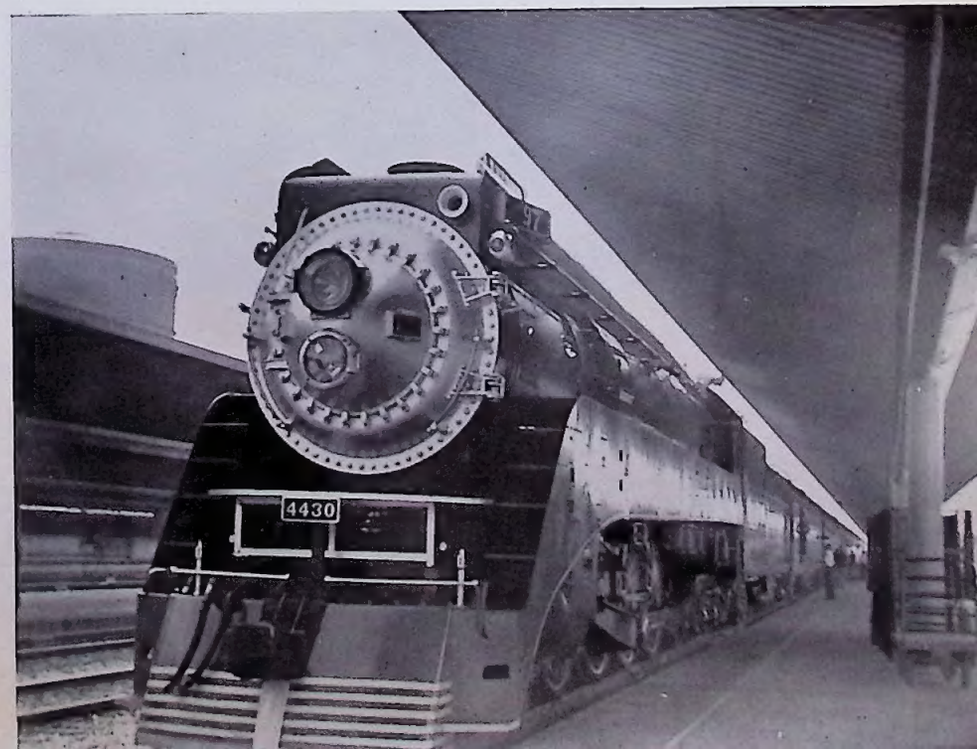
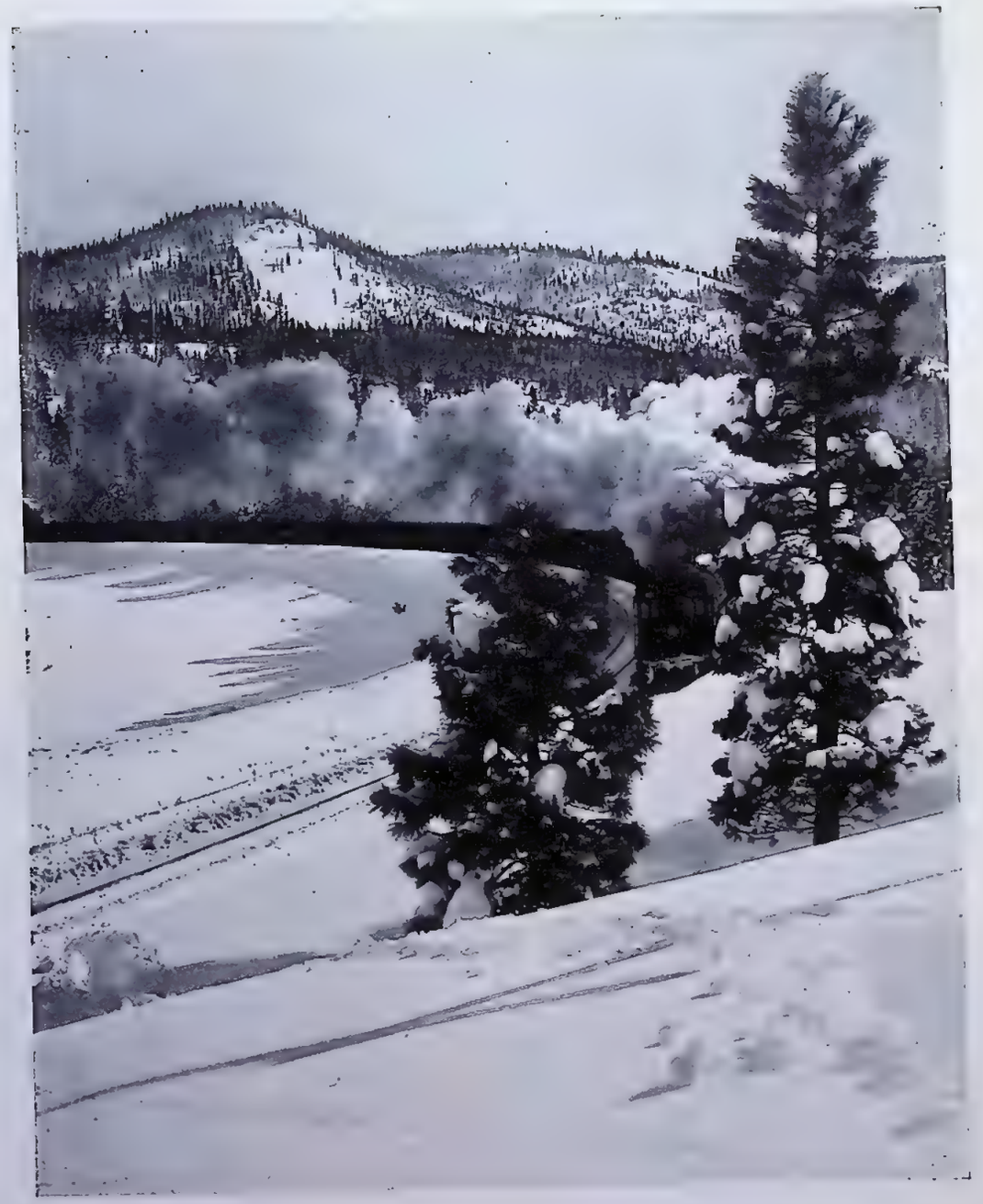
The Northwestern Pacific, 267 miles of tenuous line stretching north from San Francisco Bay and not far back from the coast, is a Southern Pacific subsidiary thriving on the lumber and agriculture of the area. NWP's No. 1 is stopped at Santa Rosa, prune, grape, and poultry center and junction with the Southern Pacific. By Arthur Lloyd.



Upper left: The *Daylight*, Southern Pacific's Los Angeles-San Francisco day streamliner rounding Horseshoe Curve at San Luis Obispo. A helper is used here to take the train over the crest at Santa Margarita. Courtesy Southern Pacific. Lower left: Handing up train orders without stopping. Courtesy Southern Pacific. Upper right: The Lark, all-Pullman train from San Francisco, coming down from the mountains to Los Angeles behind a Lima-built streamlined 4-8-4 Daylight type engine. By J. F. Peterson. Lower right: The 4430, first of the Southern Pacific's newest Daylight engines, heading the *Noon Daylight* and ready to leave Los Angeles. By J. H. Faler.



Southern Pacific's own transcontinental route is the Sunset Route to New Orleans. The original Central Pacific route shares the mileage with the Union Pacific, but the Sunset Route is SP all the way to the Eastern gateway and holds the coveted first place in the timetables. Likewise, the *Sunset Limited* holds train numbers 1 and 2. Here No. 2, the eastbound *Sunset*, is shown near Garnett, Calif., with snow-capped Mount San Jacinto in the background. By W. H. Thrall Jr.



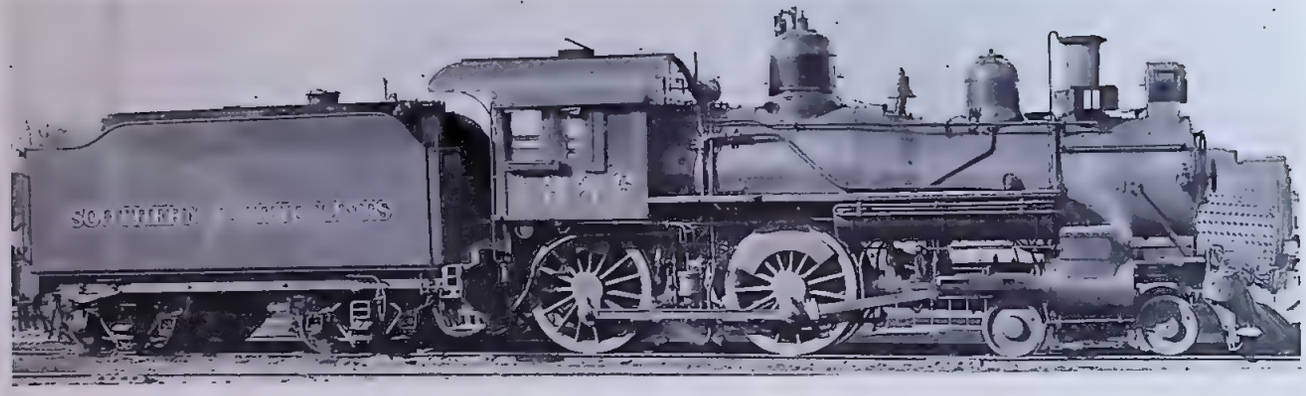
Not all Southern Pacific articulateds are cab-in-front. To the left at top is No. 3803, Class A-C 9 (2-8-8-4), a coal-burning articulated with the cab in the conventional position. It was built by Lima for use on the Rio Grande division, where this photo was taken. On the trestle is a Class AC-7 engine in the California foothills, just east of Auburn. Above is a passenger train rounding Horseshoe Curve in the Sierra Nevada Mountains of California, with fresh-fallen snow still clinging to the evergreens. Notice how clean the rotary plows leave the right of way; that the snow is deep can be seen from the ditch plowed by the photographer as he climbed to his vantage point. There are many roads using articulateds, but the Southern Pacific is the only one using cab-in-front locomotives. Courtesy Southern Pacific.

A railroad action picture is not only the photo itself but the sounds it brings to ear. To the railroad lover there can be no sound more impressive than the exhaust of a team double-heading upgrade. Eastward out of San Bernardino go these two Santa Fe 4-8-4's, starting the attack on Cajon Pass with the *Chief*, old standard equipment. The helper will cut off at Summit; the other engine will run through 1200 miles to La Junta, Colo. By Lucius Beebe.

Cab-forward articulated locomotive No. 4179 comes around a curve near Reno with a train of express, mail, and a couple of local coaches. Traveling westward, it will soon work its way over the crest of the Sierras at Donner Pass, then down long winding miles of the old Central Pacific route to Sacramento and on to the Oakland ferry slip. By Lucius Beebe.

Through the wildly desolate beauty of Cajon Pass the Santa Fe and the Union Pacific climb out of the coastal valley at San Bernardino and into the Mojave Desert north of the San Gabriel Mountains. The route includes two single-track lines built at different times on different grades but used together as double track, left-handed. Above is the first Diesel-hauled transcontinental freight train climbing the west approach to the pass with one of the Santa Fe's blue and yellow four-unit locomotives at the front. Courtesy Santa Fe. Below are two views of Summit, top of the pass and, with helper engine movements and trains of two main railroads, a very busy place. The old dining car at left was until a few years ago the Summit station, but the neat frame structure at right replaced it. Up on the mountainside is the old interurban car *Descanso*, used as a weekend outing place for the Railroad Boosters of Los Angeles. Both photos courtesy *Wheel Clicks*.

The ingredients necessary to successful portrayal of railroading through the medium of the camera do not always have to include locomotives and trains. This vivid scene by H. M. Eichstaedt, from Wheel Clicks collection, was taken just past Cajon Station in Cajon Pass. The trackage is the eastbound main, used by both the Atchison, Topeka & Santa Fe and the Union Pacific railroads. It is part of the newer track between Cajon and Summit, in the San Gabriel Mountains of California.



These four locomotives are characteristic of early Southern Pacific passenger haulers. No. 1386 is a locomotive that was rebuilt in the Sacramento shops some time ago from a design that looked something like 219, 220, and 221, shown in the lower picture which was taken at Sacramento years ago. These 4-4-0's are very scarce now on the Southern Pacific Lines, since the type is too small for much use under modern conditions. By D. L. Joslyn.

Sacramento Northern is an electric railroad of 280 miles, operating from Oakland northeastward into the Sacramento Valley. It is controlled by Western Pacific, for which it is a valuable freight feeder, reaching many small cities off the steam road's tracks. Until a few years ago passenger service was operated, and the run from San Francisco (via the Bay Bridge) to Chico was the longest electric interurban run in the country. Fastest and most touted train on this route was the *Comet*, shown in these three photos. The *Comet* carried an observation car, the *Moraga* in these photos. As shown below this particular car at one time had platforms at both ends and was a motor car (see trolleys). Above and upper left, by A. R. Alter. Lower, Golden Gate Transportation Historical Society, courtesy Robert Hannah.

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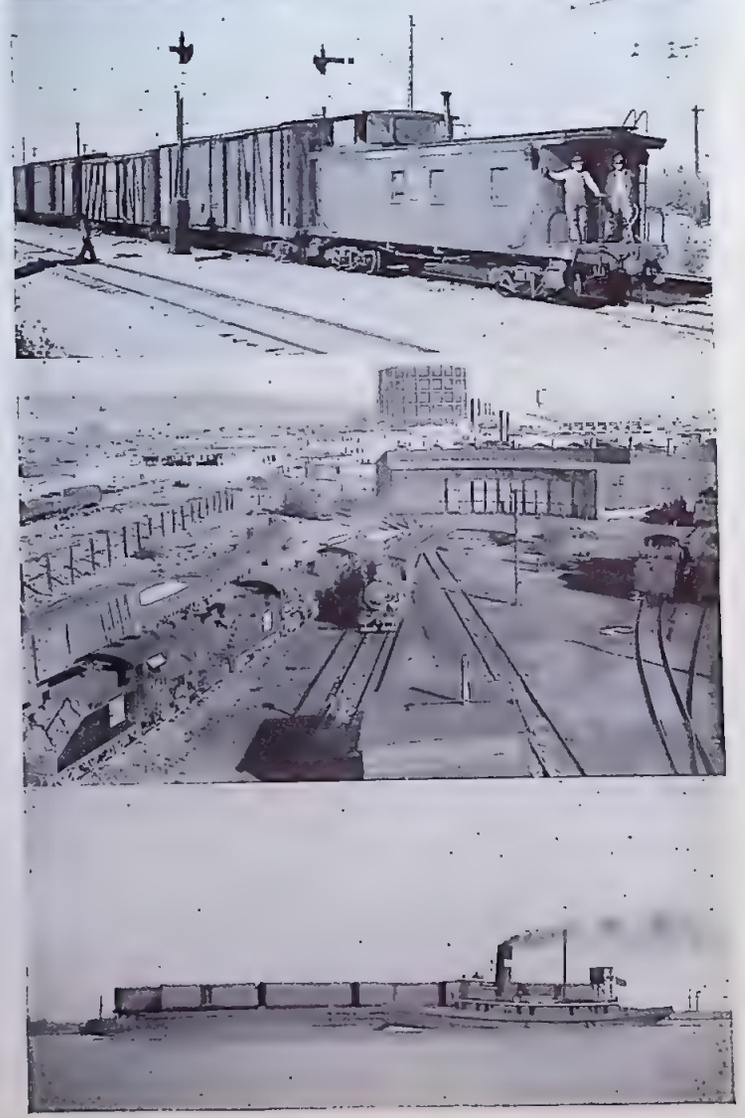
The engine of the westbound *Exposition Flyer* frames this view of the eastbound *Flyer* pulling into the siding at Ascalon, a meeting point and nothing much else out on the desert east of Gerlach, Nev. A brief thundershower has drenched the usually dry, hot sand, and puddles reflect the dramatic clouds and the distant peaks. The locomotives are both ex-Florida East Coast Mountain types of the 170 series. Railroad Photographs, by Lieut. E. W. Bewley.

One of Northern Pacific's sleek Pacific locomotives, used to haul local passenger trains on the line. The heavy NP limited trains use 4-8-4 type locomotives, called Northerns because of their early use on the Northern Pacific. By Wesley Krambeck.

Riding the rear platform through the Feather River Canyon, one sees many a sight such as this, a Baldwin-built 2-8-8-2 about to pull out of the passing siding at Virgilia to follow the eastbound *Feather River Express* up the grade to Portola. Virgilia is just a few miles below Keddie, and the freight may be bound for Ogden or north to Oregon over the Northern California extension. Scenery is typical of the canyon. By Guy Dunscomb.

Below: This dainty looking Mikado with the big spark catcher is Oregon & Northwestern No. 26, in action up a heavy grade at Burns, Ore. The road is controlled by the Edward Hines Lumber Co., a large Chicago concern with mills at Hines, Ore. It connects with the Union Pacific at Burns and operates a daily freight service between Hines and Seneca. Track mileage is 51. Burns is in eastern Oregon. Railroad Photographs, by Lieut. E. W. Bewley. Right: A tunnel mouth makes an appropriate frame for Union Pacific 4-8-2 No. 7083 pulling the second section of the *Portland Rose* eastbound a few miles east of Boise, Ida. Photographer Griffiths says the only thing he was afraid of was that the enginemen might see him and stop the train. At this point Union Pacific's line follows the Snake River Valley and the tunnel cuts through a foothill ridge. Some 100 miles east is tourist attraction Shoshone Falls, and several hundred miles north is the wildly beautiful but little explored Snake River Canyon. By Henry Griffiths.



George Gould, in his blueprint of an ocean-to-ocean railroad, needed a West Coast link, and so he caused his Denver & Rio Grande Western to build the Western Pacific from Salt Lake City west across the deserts and the Sierras to San Francisco, right smack into Southern Pacific's stronghold. The road was finished in 1909, and the photos at left show the celebrations which marked its completion: above, the first train into Elko, Nev.; below, into Oakland. Courtesy Western Pacific. Above and at right are scenes along the line. Top is the Portola roundhouse and yards, strangely out of place against the majestic Sierras. Portola is at the top of the Feather River Canyon. Freight train is on track at Marysville which is also used by the electric Sacramento Northern. The lower roundhouse is at Oakland, properly the western end of the line although service is maintained into San Francisco, for freight by car floats as below and for passengers by Southern Pacific ferries. Construction of an all-rail route around the south end of the bay was authorized by the I. C. C. in 1931, but the depression prevented its construction. Roundhouse photos by Guy Dunscomb, other two by W. C. Whittaker.

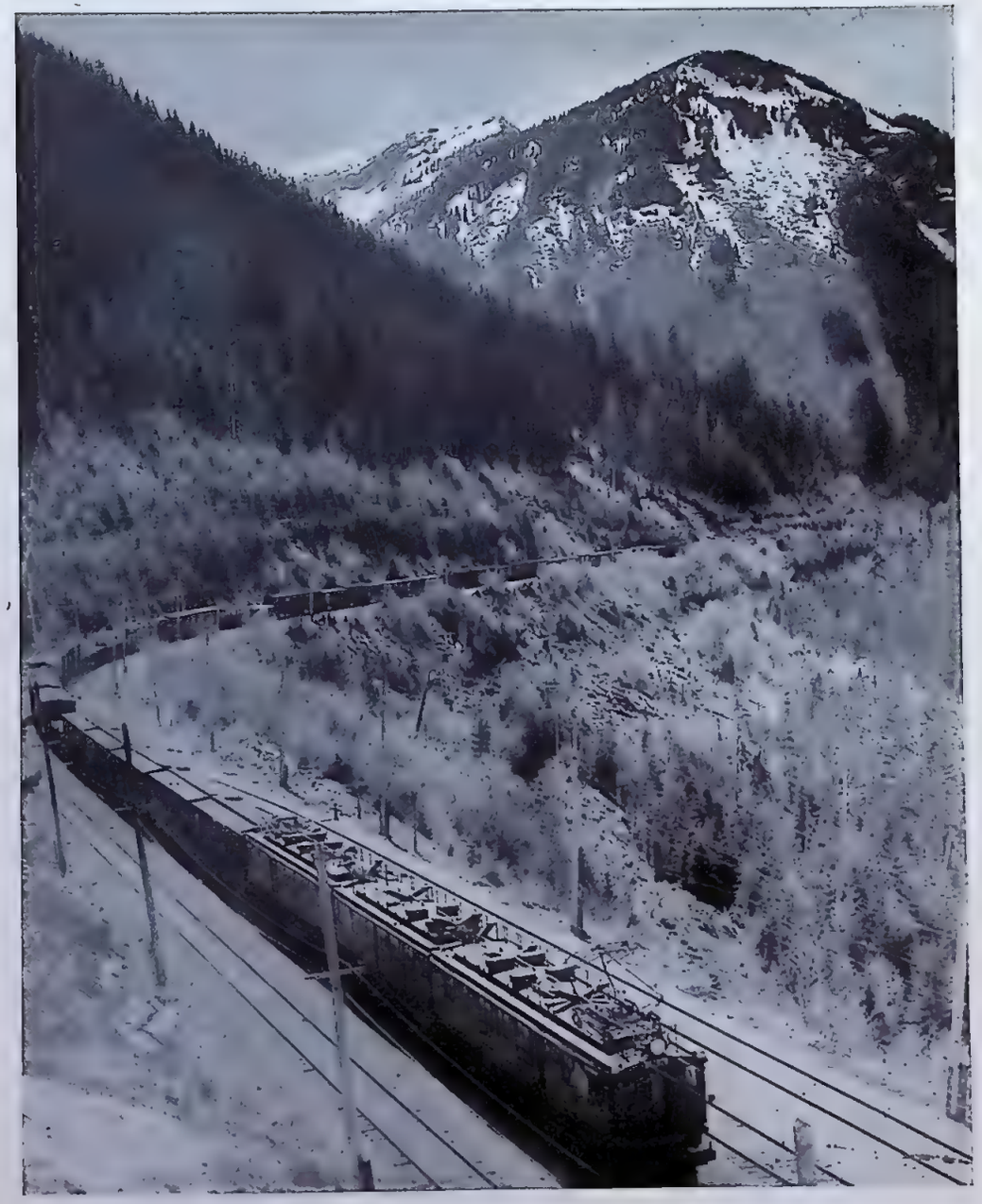
The big electric railroad of Southern California, if not of the country, is Pacific Electric, Southern Pacific subsidiary which blankets the Los Angeles area with its trackage. At left above is a car typical of the type which built up the PE business, a heavy, high-speed California-type unit. From Ira Swett collection. Lower left is the presidential special, No. 1299. From *Wheel Clicks* collection. Below is a typical PE train on the Santa Ana River bridge, now used for freight only. By Jack Whitmeyer.

The Glendale-Burbank line of PE went bus, but the people demanded the electric cars again and PE bought the first, and so far only, PCC interurban cars for the line. Above is a train of these modern cars. Courtesy Pacific Electric. Below is No. 1028 ready to show visitors the "scenic sunny Southland" on an all-day personally conducted Orange Empire Trolley Trip, redolent of the trolley-riding era that is no more. Ira Swett collection.

The bread and butter of Pacific Electric is freight. Eager for suburban passenger business, the growing PE networked the Los Angeles district with track, and now even the lines where passenger traffic has been irrevocably lost carry a substantial freight service. Considered as a switching and connecting road, PE gives the most intensive area coverage in the United States. The ubiquitous steeple-cab locomotives are sometimes on private right of way, as here on the Santa Monica air line, or sometimes in the middle of the street, pushing cars into private sidings and warehouses in the early morning. Courtesy Pacific Electric.

Where the Great Northern crosses the Columbia Valley near Wenatchee the valley is a green strip through the desert, and as far as one can see on the floor of the valley are apple trees. Upper left (by Linn H. Westcott) is a view across the valley with a fruit packing house in the center along the branch of the great Northern which follows the Columbia River north into Canada. Wenatchee is the shipping center of the apple country, and apples from the valleys of both the Wenatchee and Columbia Rivers are brought into Wenatchee by way freight or special train and in Appleyard (above, courtesy Great Northern) are reclassified into long trains to be sent eastward along the Great Northern's main line. The city of Wenatchee is in the distance above, and the mainline tracks are alongside the highway at lower left. The white building is an ice house with a conveyor to take ice to the icing platform between the nearest yard tracks. West of Wenatchee the Great Northern crosses the Cascades over the Cascade Tunnel route and electric locomotives like the 5008 (at left, by Linn H. Westcott) are used for 71 miles.

Thrill of the eastbound ride on the *Olympian* is the daylight ascent of the Bitter Root Mountains in eastern Idaho. Before the summit is reached the train, behind a powerful Westinghouse locomotive, negotiates a 10-mile detour into a side canyon in order to gain altitude. Passengers looking from the upper line (background of top photo, courtesy Milwaukee Road) can often see a following freight train on the lower line across the canyon. Halfmile Pipestone Pass Tunnel (middle photo, by Linn H. Westcott) is at the Continental Divide, its western approach looking down upon the railroad winding up from Butte. Substation with operator's homes, at Kittitas, Wash., is typical of the Milwaukee Road's power supply facilities (lowest photo, E. A. Bowers collection). Alternating current is purchased, then converted to 3000 volts D. C. by the road.



The romance of world trade rides with these freight cars, loaded with goods from ships at Seattle and Tacoma and with products of our Pacific Northwest. The Chicago, Milwaukee, St. Paul & Pacific is one of three great railroad routes across the northern states to the Pacific. It is electrically operated for 656 miles across four mountain ranges. A three-unit freight locomotive, as above, with a similar helper at the middle of the train, can lift a 5000-ton trainload over the passes and then ease it gently down grade with regenerative braking—not a hot brake shoe on the train! Courtesy Milwaukee Road.

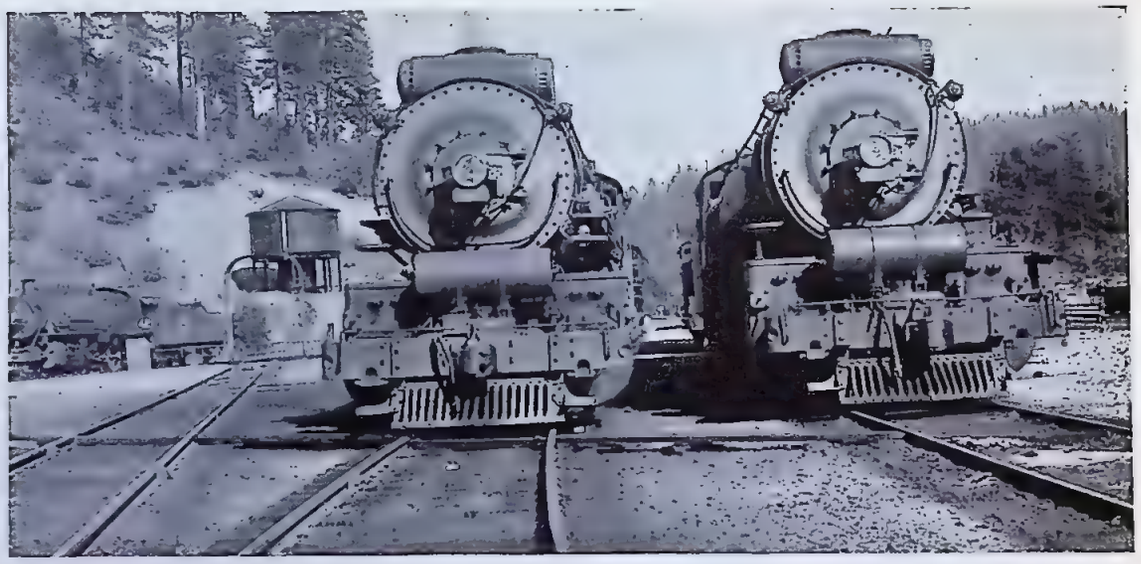
A Northern Pacific freight train with No. 1781 doing the work. Note the brakeman's shanty on the tender. This picture was taken from the embankment of the Milwaukee Road approach to its Clark Fork bridge, which is just out of the picture to the left. On the right is the connecting track between Milwaukee and Northern Pacific railroads. By Linn H. Westcott.

The Western Pacific wye at Keddie is unusual and beautiful. The right hand track is the main line of the WP approaching Keddie, California. When the new line to Klamath Falls was built a wye was necessary at this junction point, but since space was so limited one leg of the wye is in a tunnel, the other two on steel trestles, and the switch joining these is in another tunnel directly below the camera. By Linn H. Westcott.

Left: A Southern Pacific train sliding down the west slope of the Sierras in the American River canyon. Taken somewhat by accident with an inexpensive vest pocket comera, this shot by Jim Morley turned out surprisingly well. Below: No. 4, the Northern Pacific's day local between Seattle and Spokane, offers a fine all-day view of the verdant Cascades and the drier valleys and plains of central Washington. Here is it, behind engine 2251, threading its way down the Yakima River north of Yakima, near the apple country. By W. R. McGee.

Down from the redwood country at Eureka, on the coast almost to Oregon, comes Northwestern Pacific No. 1, approaching the San Francisco Bay terminal, San Rafael. This now-discontinued daylight train over the scenic 267 miles was principally a tourist and mail and express run. The head-end traffic now goes on the overnight sleeper train, No. 3, which even some time ago ran as heavy as 18 or 20 cars. By Jack Farley.

Below: A Southern Pacific flanger follows the pilot plow and scrapes the snow and ice from between the rails. A flare-shaped moldboard just above the flanger cutting blade throws the snow and ice clear of the tracks. Courtesy Southern Pacific Lines. Right: Two of the five Mallets of the Western Pacific Railroad, Nos. 202 and 204, on the roundhouse tracks at Keddie, California. These are 2-6-6-2 type and are the true Mallet type, compounds with low-pressure cylinders for the front drivers and high pressure cylinders for the back set of drivers. By Guy Dunscomb. Lower right: Northern Pacific freight picking up train orders at Thompson Falls, Montana. By John W. Maxwell.



Between Death Valley, lowest point in America, and Mount Whitney, highest peak in continental United States, is the little-known three-foot-gauge line of Southern Pacific, 101 miles of narrow track through wildly desolate country in the very shadow of the eastern Sierra Nevada escarpment. To the south the narrow-gauge connects via standard-gauge track with Mojave and Los Angeles; to the north it formerly ran through to Tonopah Junction and thence via standard-gauge to the main Overland Route east of Reno. For the venturesome passenger this was an out-of-the-ordinary alternate route from the East to Southern California, but in recent years lack of traffic caused abandonment of the northern end of the narrow-gauge and the southern end is used for freight only. Ten-Wheeler No. 22, shown above on a freight train near Keeler, Calif., looks typically Southern Pacific, but it is a locomotive with a surprising pedigree. It was first Florence & Cripple Creek 22, later Nevada-California-Oregon 22. By F. J. Peterson.

Upper left: The lead engine of the Santa Fe *Chief*, doubling up Cajon Pass with a 2-10-2 and a 4-8-4. The 3928 is the helper, and the 4-8-4 will take the train through to La Junta, Colo. Santa Fe locomotives are chiefly characterized by their appearance of bigness. Railroad Photographs, by Lieut. E. W. Bewley. Upper right: The Union Pacific's *Pacific Limited* climbing Cajon Pass behind a 4-8-2 and a 2-10-2. By F. J. Peterson. Lower left: Extra 5524 east near Cajon Pass on the Union Pacific. This section of the UP is the one-time Los Angeles & Salt Lake RR. By F. J. Peterson. Lower right: Former Southern Pacific switcher on the Pacific Electric. By Richard Fleming.

The Chief, crack all-Pullman Santa Fe flyer between Los Angeles and Chicago, makes its way over Cajon Pass in California as the big 3770 4-8-4 pulls it up grade at 40 miles per hour. This oil-burning locomotive will pull the high-speed luxury train to La Junta, Colo. By Walter H. Thrall.